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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY Rumania

SUBJECT Town Plan of Giurgiu

DATE DISTR. 10/3/52

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PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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The following is the key to the attached sketch of Giurgiu:

- No. 1 - Port basin about 500 meters long and 120 meters wide.
- No. 2 - Port basin entrance 26 to 30 meters wide.
- No. 3 - Fixed white navigation light.
- No. 4 - Berth for small Rumanian naval vessels, believed to be minesweepers.
- No. 5 - Rumanian naval barracks and supply depot (no details).
- No. 6 - Oil fuelling point for Danube River craft.
- No. 7 - Oil storage area. Oil was supplied by underground pipe lines from the Bucharest area. From the storage point oil is conveyed by underground pipe lines to the fuelling point (No. 6 above).
- No. 8 - Soviet floating dock
- No. 9 - SNG Shipyard (Santier Naval Giurgiu). This shipyard was mainly engaged on repairs to river craft. During 1949 the tug ALBA IULIA was repaired and renamed GHFORGIU DEJ. In August 1950 the CALAFAT ferry boat was repaired.
- No. 10 - Metal ramp about 150 meters long for the Giurgiu ferry boat operating between Giurgiu and Ruse, Bulgaria. The ramp could be elevated in accordance with the varying level of the Danube.
- No. 11 - Power plant producing power to operate the ramp (No. 10 above).
- No. 12 - Gravel road.

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- No. 13 - Oil storage area destroyed by allied bombing during the war. Repair work started in 1949 and was reaching completion at the end of 1950.
- No. 14 - River Mocanas, a tributary of the Danube.
- No. 15 - Mocanas Island.
- No. 16 - Mocanu Island.
- No. 17 - Saint George Canal. During 1949 the dredger BRAILA was engaged on deepening the canal. This operation was suspended after only half the length of the canal had been deepened and the dredge was sent to the Danube-Black Sea construction project.
- No. 18 - Shed used as Rumanian Navy barracks. In January 1951, they were occupied by 200 to 300 personnel.
- No. 19 - Papa - Siapa sugar factory (former Danubiana) operating only between October and December. In 1949 the output amounted to 18,400 tons.
- No. 20 - Dairy farms constructed during 1950. The cattle were sent to Bucharest for slaughtering.
- No. 21 - New port railway station built during 1950.
- No. 22 - Port warehouse.
- No. 23 - Old port railway station. This was a two-story construction, which also housed the harbor master, customs and post office.
- No. 24 - Two large port warehouses.
- No. 25 - Four electric cranes type Skoda, installed by the Germans.
- No. 26 - Frontier Guard barracks housing about 50 men.
- No. 27 - Canteen for Soviet Danube crews.
- No. 28 - Corrugated iron warehouse built by the Germans. This warehouse used to belong to the Hydraulic Company. In early 1951 it was not in use.
- No. 29 - Oil pumping station.
- No. 30 - Two oil tanks (capacity unknown).
- No. 31 - Oil fuelling point for tugs of the Sovromtransport Company. Fuel was provided from the tanks (No. 30 above) and pumped from the pumping station (No. 29 above) to the fuelling point.
- No. 32 - Wooded area.
- No. 33 - River-bed, usually dry.
- No. 34 - Underground drainage pipe linking the river (No. 33 above) with the port basin (No. 1 above).
- No. 35 - Two old metal bridges, each about 40 meters long, spanning the Saint George Canal (No. 17 above). One bridge supported a single track railway line, the second was a road bridge allowing two-way traffic.

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- No. 36 - Saint George's Church.
- No. 37 - Prison.
- No. 38 - Military recruiting office.
- No. 39 - Rumanian Military office (no details).
- No. 40 - Soviet Garrison Headquarters and barracks containing about 300 Soviet Infantry troops (no details).
- No. 41 - I. Patescu flour mill, former Doamna mill. In October 1950, the mill was destroyed by fire as a result of sabotage. The culprits were not discovered.
- No. 42 - Town power plant. There were three Diesel engines of 300 horsepower each. The power plant was idle as power was provided from Bucharest.
- No. 43 - Power distribution station receiving power from Bucharest.
- No. 44 - Overhead line from the power distribution station (No. 43 above) to the Danube. Thence power was transmitted through underwater cables to the Bulgarian bank of the river.
- No. 45 - Militia offices.
- No. 46 - Post and Telegraph Offices.
- No. 47 - Telephone exchange.
- No. 48 - Town railway station.
- No. 49 - Republici Square.
- No. 50 - Bucharest Avenue.
- No. 51 - Oinae Street.
- No. 52 - Balanoeic Street, also known as Gizardului Street.
- No. 53 - Molotov Street, formerly Lahovari Street.
- No. 54 - Ramadan Street.
- No. 55 - 23rd August Street, formerly Carligianu Street.
- No. 56 - Vasile Epurescu Street.
- No. 57 - Stefan Gel Mare Street.
- No. 58 - Slobozia Street.
- No. 59 - Zimnicei Street.
- No. 60 - Warehouse. The Germans started on the construction of this warehouse but at the end of the war, work was suspended until 1948. In early 1951 work was nearing completion. The building measured 120 by 40 meters.

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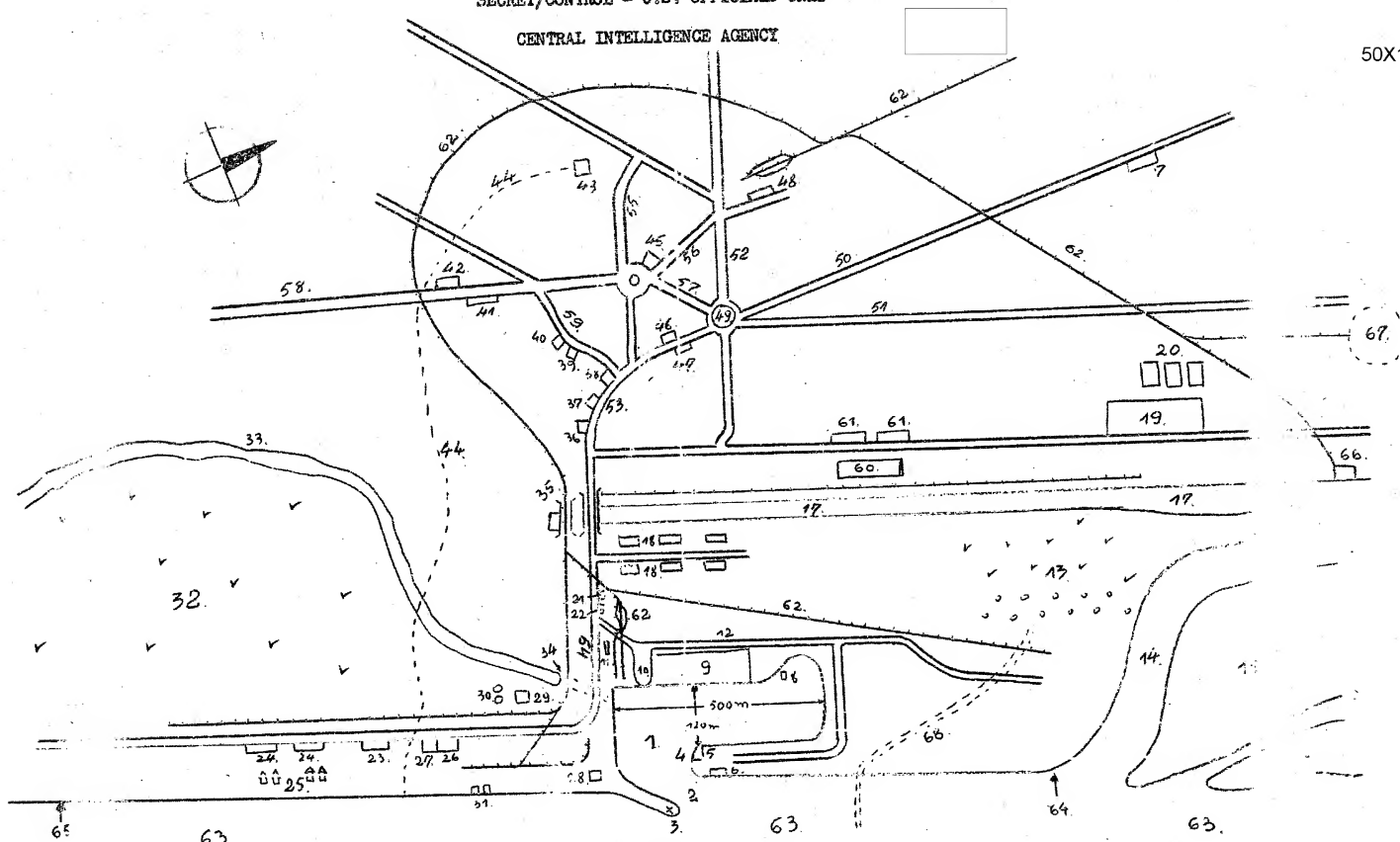
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- No. 61 - Sheds built by the Germans and at present used for grain storage.
- No. 62 - Railway lines.
- No. 63 - Danube River.
- No. 64 - Danube kilometer mark 490.
- No. 65 - Danube kilometer mark 494.
- No. 66 - Railway water supply point.
- No. 67 - Oil storage area, which used to belong to the Astra or Steaus Company. The tanks were destroyed by allied bombing during the war. Repair work started in 1949 and was still in progress in early 1951.
- No. 68 - Two oil pipe-lines across the Danube River.

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THE TOWN OF GIURGIU